

CHAPTER 3 KEY POINTS

Highways are the core of the statewide transportation system. UDOT's responsibility is to enhance regional and statewide mobility. In addition to its stewardship over preserving the existing highway system and expanding the system where needed, UDOT is committed to exploring ways to manage travel demand, improve intermodal connectivity, provide better pedestrian facilities, and implement access management.



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Chapter 3 Highways

3.1 Overview

Highways are the core of Utah's transportation system. They carry the greatest volumes of people and freight of all the various transportation modes. Roadways provide an all-weather means of mobility and give individuals access to property, goods, and services. The state highway system's primary purpose is to provide enhanced regional and statewide mobility. As such, UDOT's priority is to maintain the existing highway system and reduce areas of congestion.

Growth in population and vehicle use has far exceeded the growth of highway facilities. Many Utah highways have reached their carrying capacity, and more will follow as population and travel demand continue to grow.

UDOT will continue to add highway capacity where technically, environmentally, and economically feasible. However in response to travel demand growth, UDOT will focus on making the existing system work better and finding alternative methods to address the desire for individual mobility.

3.2 Major Focus Areas and Goals

As mentioned in Chapter 1 (*Guiding Principles*), UDOT has chosen to focus on four strategic goals that are particularly relevant to highways:

Take Care of What We Have

UDOT is responsible for managing tens of billions of dollars worth of transportation infrastructure, including pavement, structures, and right-of-way. This represents a considerable taxpayer investment that must be protected. Years ago, UDOT adopted a "Good Roads Cost Less" philosophy. The core of this philosophy is that well-timed maintenance and preservation activities over the life of each component of the system will cost far less than having to replace it prematurely, in much the same way as regular oil changes in a car engine extend its life and reduce the owner's overall costs. UDOT is committed to its plan to maintain and preserve every mile of state-administered highway.

Pavement Preservation — UDOT's first long-range goal for taking care of what we have is to maintain 90 percent of the interstate highway pavement, 70 percent of pavement on arterials, and 50 percent on collector roadways in "fair" or better condition. Since the 1980s, UDOT has measured ride quality on a five-point scale. "Fair" condition is defined with a ride index value, a measurement of pavement roughness, between 2.75 and 3.55. These values are equivalent to the condition of the highway system in 2000.

3.1



3.2



Maps showing proposed regional projects by decade are located at the end of this chapter.



Bridge Preservation — A second preservation goal is to keep 65 percent or more of the bridges in the state above a sufficiency rating of 80, and less than 10 percent with sufficiency ratings below 50. A large percentage of Utah's bridges are less than 20 years old, with sufficiency ratings above 80. Keeping them in good condition through routine maintenance and preservation activities, some as simple as regular painting, will cost far less over the life cycle of each bridge than rehabilitation or replacement of a structure allowed to deteriorate to poor condition.

Additional information on derivation of ride index and sufficiency rating may be obtained from UDOT's Pavement Management Section and Structures Division, respectively.

Make It Work Better

Utah's population and travel demand growth continue to surpass the resources available for adding new infrastructure. In order to address this challenge, UDOT finds ways to make the existing system work better and maximize capacity. In order to do this, UDOT focuses on three strategies: Intelligent Transportation Systems (ITS), Access Management, and Transportation Demand Management (TDM).

Intelligent Transportation Systems – The term ITS generally refers to the use of technology to provide real-time traffic advisory information and to manage traffic flow. CommuterLink is UDOT's ITS program and includes a network of traffic operations centers, variable message signs, cameras, sensors, highway advisory radio, the Internet, and Incident Management teams, as described in more detail in Chapter 8. Other improvements that fall into the ITS category (because they are at the leading edge of highway design and require technology to be implemented) include high-occupancy vehicle (HOV) lanes, reversible lanes, and one-way couplets. ITS makes the highway system work better by providing travelers with information for their decisions about route, trip timing, and mode choice. It also provides real-time capabilities to those managing traffic signals and other systems so they are quickly adaptable to changing conditions.

Access Management – This is an effective tactic for preserving state highway capacity, improving safety, and enhancing mobility. Access Management includes limiting new driveways, on-street parking and certain turning movements, and consolidating existing driveways where appropriate. It may include the use of median islands or the addition of acceleration/deceleration lanes. Access Management makes highways work better by maximizing the safe flow of vehicles that can fit into an existing corridor by reducing what is referred to as "side friction" that access points cause for through-flowing traffic. Not always welcomed by business owners because some perceive a potential impact of reducing customer access options, Access Management often benefits business by maintaining or improving the attractiveness of a given corridor and thereby increasing pass-by traffic. UDOT is committed to preserving highway capacity while providing reasonable property access through a balanced Access Management program.

Transportation Demand Management – TDM, as explained in Chapter 7, is a set of policies and programs intended to reduce growth in travel demand. As mentioned in Chapter 1, growth in vehicle miles traveled per person is currently increasing faster than population growth – nearly double the rate



over the past decade – so overall vehicle miles traveled (VMT) on Utah's highways is increasing rapidly. One of the important ways of making transportation work better will be finding, promoting and implementing, in cooperation with our community partners, more efficient alternatives to current travel patterns and modal choices.

In addition to these three primary strategies, two additional concepts should be considered in the design and selection of roadway projects – interim solutions and intermodal connectivity. Often the resources required to improve a corridor to a desired standard are not readily available, but interim steps can be taken to improve the efficiency of the facility until then. Also, it may be appropriate at times to give priority to highway projects that provide connectivity to other modes of transportation or enhance the mobility of those modes, thereby improving their attractiveness to travelers. Examples of interim solutions to reduce conflicts include spot intersection improvements, passing lanes and truck climbing lanes, and new or improved sidewalks, bike lanes or off-street bike paths. Some examples of intermodal connectivity projects are HOV lanes, bus rapid transit (BRT) lanes and similar transit-mobility enhancements; connector routes serving airports, passenger railway terminals, and freight intermodal terminals; sidewalks to light rail stations; and grade-separated crossings for pedestrian and bicycle paths.

Improve Safety

The safety of those who drive, walk, and bike Utah's highways, as well as the individuals responsible for construction and maintenance, is of the highest importance. There are many factors that contribute to highway crashes. UDOT is responsible for addressing highway conditions, which can sometimes be one of the contributors to highway crashes. For this reason, UDOT intensively analyzes crash data to identify those locations where improvements can be made that could reduce the frequency and severity of crashes.

UDOT's goal for safety is the continued reduction in crash rates and the resulting reduction of fatalities and injuries through implementation of innovative safety programs and the identification of spot safety locations on highway corridors and intersections. Additionally, implementation of the previously mentioned Access Management policy will reduce potential for vehicle collisions.

UDOT and FHWA share a goal to reduce fatalities to the rate of 1.0 fatality per 100 million VMT. To meet this goal by 2010, we have established a benchmark goal of a 2-percent reduction each year. In achieving this benchmark, the Department will realize a 15-percent reduction in fatalities or a total of 170 lives saved over that period. UDOT plans to continue its safety focus over the course of Transportation 2030, with the intent that many more lives may be saved.

In order to achieve these standards, the Department has established a Safety Leadership Team and adopted six strategic safety programs. This direction in safety emphasizes the importance of education, engineering, and enforcement.

Safety Leadership Team – To focus the direction of transportation safety in Utah, many safety partners were brought together to form the Safety Leadership Team. The team includes members of the Utah Highway Patrol, the Governor's Safety Representative, Federal Railroad Administration, Federal Motor Carriers Safety Administration, Federal Highway Administration, Utah Driver License Division, and the Utah Department of Transportation. The Safety Leadership Team is

developing a joint Utah Safety Plan using the AASHTO Strategic Safety Plan as a foundation.

Signal Program – The state-funded UDOT Signal Program has an ongoing goal of 2-percent annual reduction in all intersection fatalities through adding new or upgrading existing traffic signals where warranted. A second goal of the program is to reduce type-specific crashes, such as severe right-angle crashes, by 50 to 80 percent before 2010.

Roadway Safety Improvement Program – The federally funded Roadway Safety Improvement (RSI) program has a broad focus and shares the overall burden of a 2-percent annual reduction in fatalities with the other programs. It is also the goal of the RSI to reduce type-specific crashes by 50 to 80 percent over the short term.

Safety Spot Improvement Program – This state-funded program is designed to mitigate spot safety issues throughout the state. The program is made up of small projects that can be completed quickly in key areas to effectively improve safety on the highway. Some examples of spot improvements include sign and pavement marking upgrades and the addition of guardrails, median barriers, crash attenuators, or rumble strips. Again, the goals of the program are a 2-percent annual reduction in all fatalities and short-term, type-specific crash reductions of 50 to 80 percent, with similar improvements expected over the long term.

Work Zone Safety Program - This program focuses on reducing crashes and improving safety in work zones, both for construction workers and drivers. The primary program goal is a 2-percent annual reduction of fatalities related to work zone activities. To meet this specific goal, a broader goal of a 10-percent reduction in all work-zone crashes has also been adopted.

Pedestrian Safety Program – The Pedestrian Safety Program was established to make improvements to pedestrian facilities, particularly addressing locations with high pedestrian traffic volumes and crash histories. The goals of the program are a 2-percent annual reduction in pedestrian fatalities and a 10-percent reduction in the pedestrian crash rate.

School Zone Safety Program – The School Zone Safety Program focuses on making Utah's school zones safer for children traveling to and from school. In addition to physical improvements to school zones to bring them to current standards, the program brings transportation providers together with school districts and local municipalities to define preferred walking routes and crossing locations. The program's first goal is a 2-percent annual reduction in all school-zone-related fatalities. The program looks to also achieve a 10-percent annual reduction in overall crashes in school zones.



Increase Capacity

With the rate of population growth projected to continue, it is clear that UDOT needs to continue to add new routes, widen existing corridors, construct new interchanges, and perform other work to increase capacity.

Most of the anticipated need for capacity-increasing projects falls within the urbanized areas along the Wasatch Front (and those communities within its direct influence), Cache County, and Washington County. The capacity projects on state highways that are within the jurisdictions of the Metropolitan Planning Organizations for these urbanized areas are listed in their respective long-range plans and have not been duplicated here. The projects listed in the table at the end of this chapter as congestion mitigation projects represent those state routes needing additional capacity outside urbanized areas.

UDOT's goals for capacity are to keep the volume-to-capacity ratios (V/C) below certain benchmarks, as shown in the following table:

Highway Category	Max V/C			
	Urbanized Areas	Small Urban Areas (speed limit < 45)	Small Urban Areas (speed limit > 45) Small Communities	Rural Areas
Interstate	0.80	N/A	0.70	0.70
Arterial	0.85	0.80	0.75	0.70
Collector	0.90	0.85	0.80	0.75

Allocating Resources

In order to address these four strategic goals with limited resources, it is UDOT's intent to make funding and programming recommendations to the Transportation Commission using the following priorities:

Preservation of Existing Infrastructure — The Department will preserve existing infrastructure, utilizing a mix of improvement strategies that promise the lowest overall life-cycle costs. These strategies will be determined through Asset Management, utilizing the Pavement and Bridge Management Systems, and with other data analysis tools. This is the heart of the "Good Roads Cost Less" philosophy, which recognizes that early, relatively low-cost preservation treatments are much more economical over the long term than fewer, but higher-cost rehabilitation or reconstruction treatments. Such a strategy involves optimizing a combination of preventive maintenance, rehabilitation, and reconstruction tactics, known within UDOT as the "Plan for Every Section."

Asset Management will give a clearer picture in the future, but pavement preservation appears to be adequately funded to maintain the highways at current conditions. Bridge preservation efforts will require a greater commitment to meet these goals. The details of UDOT's expenditure projections in Appendix C on the CD show an increasing commitment over time to bridge preservation activities, with the intent of attaining optimal funding. Even fully funded, pavement and bridge preservation activities will cost far less than periodic reconstruction alone. It is also a fraction of the costs of capacity projects.

Safety Enhancements – UDOT will continue to address safety issues by funding specific safety programs. By focusing funding on identified safety concerns, the Department will achieve the goals of reducing fatalities and injury crashes. To accomplish this effort, prioritized earmark funds will be used for new signals, street lighting, hazard elimination, and pedestrian facilities, as well as for signing, railway crossing, sidewalk, and stand-alone safety improvements. These funds will enhance the partnership of engineering, education, and enforcement to improve safety.

Operation of the Existing System — Priority is given to the work necessary to keep the system in day-to-day functional and safe operating order. These activities include reactive maintenance to pavement, bridge, culvert, and roadside appurtenances; snow removal; mowing; maintenance of traffic

striping and markers; maintenance and operation of signals, signs, and other traffic-control devices; addition of new signals; and removal of safety hazards caused by unplanned events. To accomplish this, the budget share allocated to maintenance in projected expenditures is increased each time overall revenues are projected to increase.

Capacity Enhancements — UDOT will address restraints on the efficient movement of people and goods, paying particular attention to growth in population, the economy, and travel demand. Remaining funds will be programmed toward this effort. Because projected revenues are not expected to meet all the identified capacity needs, UDOT will focus much of its efforts on ITS, Access Management, and TDM to preserve and optimize the capacity of the existing highway infrastructure. Future funding sources not assumed in Transportation 2030 will allow for construction of additional capacity enhancement projects, especially those currently listed as “illustrative.”

3.3

3.3 Funding

Transportation 2030's financial component projects revenues and expenditures to the year 2030. These revenues and expenditures were developed using historical data, predicted changes, and assumptions that account for inflation.

Revenue Projections

Revenues available for Transportation 2030 projects have been identified from 12 federal funding sources, state funds and other sources, as summarized in the table below. The following assumptions were made in developing revenue projections:

- No additional bonding beyond Fiscal Year 2007
- A five-cent gas tax increase every six years beginning in 2005
- Three-percent annual growth rate for state funds
- Two-percent annual growth rate for federal funds
- No additional General Fund appropriations beyond 2017, and at levels currently shown in the Centennial Highway Fund financing plan

Revenues (millions)

Sources	2008-2010	2011-2020	2021-2030	Totals
State Funds*	413.8	3,192.8	6,998.4	10,605.0
Federal Funds	525.5	1,995.1	2,432.0	4,952.6
Other**	0.0	62.3	228.0	290.3
Total Distribution	939.3	5,250.2	9,658.4	15,847.9

* Based on listed assumptions and net of UDOT operating budget, transfers out, and B&C Road allocations

** Dedicated registration fees not subject to B&C allocation – currently going to CHF



The entire spreadsheet detailing revenues and expenditures is included in Appendix C on the CD.

Expenditure Projections

Expenditure projections are allocated to the three categories shown below.

Expenditures (millions)

Categories	2008-2010	2011-2020	2021-2030	Totals
Preventive/Reactive				
Contract Maintenance	165.0	620.0	700.0	1,485.0
Preservation	92.2	367.1	493.4	952.7
Bridge Preventive	40.5	226.9	334.0	601.4
Signals, Spot Improv, Lighting, etc.*	51.6	213.9	282.2	547.7
Subtotal	349.3	1,427.9	1,809.6	3,586.8
MPOs Long-Range Plans - Congestion Relief (excluding local funding)				
WFRC	269.6	1,790.0	3,808.2	5,867.8
MAG	88.2	585.8	1,246.3	1,920.3
Cache	19.6	130.2	277.0	426.8
Dixie	19.6	130.2	276.9	426.7
Subtotal	397.0	2,636.2	5,608.4	8,641.6
Total Distribution	939.3	5,250.2	9,658.4	15,847.9
UDOT Long-Range Plan				
Bridge Rehabilitation Replacement	30.7	124.6	167.4	322.7
Highway Rehabilitation Replacement	42.3	334.3	611.0	987.6
Safety/Hazard Elimination	26.9	108.9	146.4	282.2
Congestion Relief	93.1	618.3	1,315.6	2,027.0
Subtotal	193.0	1,186.1	2,240.4	3,619.5

* Includes Department contingencies (Regions and Program Development)

Expenditure projections reflect UDOT's commitment to maintaining and preserving the infrastructure, improving safety, and increasing capacity. Historical allocation levels were reviewed and updated to reflect UDOT's strategic goals, particularly emphasizing increases in maintenance and preservation activities.

- The previous table shows allocations for maintenance activities (Orange Book program) and preservation activities (Purple Book program) under the various rehabilitation and reconstruction categories that are not included in the long-range plan
- The amount available for total capacity expenditures in the state (\$10,668,600) is the sum of the *Congestion Relief* line in the UDOT Long-Range Plan category and all the lines shown in the *Congestion Relief – Other*

(MPOs) category of the table above. Funding for capacity expenditures is the amount remaining after distribution of funds for maintenance and preservation activities

- 81 percent of the amount available for total capacity expenditures goes to the four MPOs for their long-range plan implementation. Wasatch Front Regional Council receives 55 percent, Mountainland Association of Governments receives 18 percent, and the Dixie and Cache MPOs each receive 4 percent. The remaining 19 percent is the amount allocated to UDOT for congestion relief statewide
- The amounts listed here for MPO congestion relief may differ from the amounts shown in long range plans of each MPO because the listed amounts exclude local projects and local funds included in those plans

3.4

3.4 Recommended Projects

The tables (beginning on page 28) of recommended highway projects are separated into three different categories.

MPO Highway Priorities

As was discussed in Chapter 1 (*Guiding Principles*) transportation planning is a collaborative effort with many stakeholders. Within the urbanized areas, the Metropolitan Planning Organizations (MPOs) have the lead role in planning for both state and local transportation needs. Each of the four Utah MPOs prepares a long-range transportation plan showing highway capacity needs within its jurisdiction. For the most part, the projects proposed in the MPO plans have not been duplicated in Transportation 2030, since those documents have been adopted into this statewide plan by reference and since many of the MPO projects are for roadways off the state highway system. A full text of the MPO long-range plans may be found in Appendix D on the CD except for that of Dixie MPO, which is still in a draft stage. To illustrate the integral nature of the various transportation planning processes within the state, the first set of tables lists several of the highest project priorities identified in each MPO long-range plan.

UDOT Long-Range Highway Plan

With the capacity needs in the urbanized areas addressed in the MPO long-range plans, the focus of highway projects in Transportation 2030 turns to preservation and replacement of existing pavement and structures, safety improvements, and some capacity enhancements in rural and small urban areas. The second set of tables describes recommended projects across the state. This is the core of the highway element of Transportation 2030. The maps at the end of the chapter depict a graphical representation of the roadway sections addressed in the tables. Roadway sections not listed in the tables have been identified for ongoing maintenance and preservation activities. The tables list project location, length, general concept, estimated cost and construction time period, referred to as Phase 1, 2, or 3. The phases refer to the following time frames:

- Phase 1: 2008-2010
- Phase 2: 2011-2020
- Phase 3: 2021-2030

For simplicity of presentation, some of the projects shown are a combination of adjacent “maintenance sections,” which are typically the historical construction sections. As projects are better defined and funding established during the STIP programming process, the UDOT Regions will have the option of breaking the listed projects down into smaller, more manageable projects.

Illustrative Projects

The final set of highway project tables is the illustrative category. They are listed here to demonstrate their relative importance to Utah’s overall transportation system. **An illustrative project is one for which there is a need, either currently established or identified through analysis of growth projections, but for which adequate funding is not available through current revenue sources, usually because of its high cost relative to more routine projects.** A number of the projects in the illustrative tables are already listed in MPO long-range plans, but appear in later phases, despite pressing needs. Other projects in these tables do not appear on any financially responsible project lists of any transportation plan. In either case, UDOT supports accelerating development of these projects if the necessary additional revenues can be generated.

Cost Estimate Breakdown

The costs given for the projects in the following tables are planning-level estimates. Some were provided by prior studies. Others were developed using broad factors that take into account differences in urban and rural construction environments and based on general assumptions. All cost estimates will be refined as projects are moved to the STIP and become better defined. To ensure that we do not overlook any of the items where new focus has been placed by UDOT’s strategic goals and the Context Sensitive Solutions philosophy, the cost estimates shown are higher than traditional planning roadway cost estimates. The cost assumptions are detailed in Appendix C on the CD. Each cost shown in the following tables assumes the project will include ITS elements that will add 5-percent more than the base construction cost. A 5-percent increase to cover a generic level of bicycle and pedestrian elements is also added. Costs were increased 1 to 2 percent to provide for consolidating or relocating property accesses and other incidental Access Management activities.

In addition to the new focus areas, some other costs related to projects have occasionally been overlooked as project costs are developed. The amounts in the tables also include general assumptions for right-of-way acquisition, utilities, and safety elements. Finally, a significant contingency was added to each project estimate.

The estimates were developed under the philosophy that it is better to show fewer projects in the Long-Range Plan, address all foreseeable issues related to those projects, complete them as originally intended, and possibly have funds remaining for additional needs than it is to list many projects in an attempt to please as many communities as possible, but risk disappointing them because there is only money enough for “bare-bones” facilities.

Metropolitan Planning Organization Highway Priorities

Cache Metropolitan Planning Organization's Top Priorities

COUNTY	ROUTE	PROJECT DESCRIPTION	BEGIN MI. PT.	LENGTH (MI)	IMPROVEMENT	PHASE	EST. COST
CACHE	91	Main Street Corridor Preservation 400 North to 1400 North, Logan		1.80	Restriping/Signing/Parking Lot		\$250,000
CACHE	City	200 East (South), 400 North to Millville		3.00	Reconstruction/New Construction		\$19,747,000
CACHE	30	200/400 North, 1500 West to Main Street		2.00	Reconstruction/Widening		\$7,458,000
CACHE	City	200 East (North) 100 North (Smithfield) to 400 North		7.00	Reconstruction/New Construction		\$33,101,000
CACHE	City	100 East, 400 North to 100 North (Providence)		1.50	New Construction		\$8,755,000

Wasatch Front Regional Council's Top Priorities

COUNTY	ROUTE	PROJECT DESCRIPTION	BEGIN MI. PT.	LENGTH (MI)	IMPROVEMENT	PHASE	EST. COST
DAVIS	New	Legacy Parkway from I-15/US-89 in Farmington to I-215		12.00	New Construction		\$451,000,000
SALT LAKE	New	Mountain View Corridor from 2100 South to 6200 South		6.00	New Construction		\$353,000,000
SALT LAKE	201	SR-201 from Jordan River to 3200 West		2.60	Widening		\$65,000,000
SALT LAKE	215	I-215 from I-80 (West Side) to 300 East		11.20	Widening		\$58,900,000
WEBER	15	I-15 from 12th Street to 31st Street		4.80	Widening		\$180,000,000
WEBER	89	US-89 at Uintah/I-84 Interchange			Interchange Upgrade		\$70,700,000

Mountainland Association of Governments' Top Priorities

COUNTY	ROUTE	PROJECT DESCRIPTION	BEGIN MI. PT.	LENGTH (MI)	IMPROVEMENT	PHASE	EST. COST
UTAH	15	I-15 from Salt Lake/Utah County Line to University Parkway in Orem			Freeway Reconstruction		\$844,700,000
UTAH	15	I-15/Springville 400 South Interchange			Interchange Improvements		\$16,600,000
UTAH	15/6	I-15/US-6/Spanish Fork Main Street Interchange			Interchange Improvements		\$32,700,000
UTAH	15	I-15/Payson Main Street Interchange			Interchange Improvements		\$22,200,000
UTAH	89	US-89 (State Street) American Fork 100 East to Lindon 200 South			Reconstruction		\$56,100,000
UTAH	89	US-89 American Fork Main/Lehi 1000 S from Redwood Road to I-15			Reconstruction		\$48,700,000
UTAH	68	Redwood Road from Salt Lake/Utah County Line to SR-73 Saratoga Springs			Reconstruction		\$13,900,000
UTAH	114	Geneva Road/Provo Center Street from Orem 1600 N to I-15 in Provo			Reconstruction		\$14,700,000

Dixie Metropolitan Planning Organization's Top Priorities

COUNTY	ROUTE	PROJECT DESCRIPTION	BEGIN MI. PT.	LENGTH (MI)	IMPROVEMENT	PHASE	EST. COST
WASHINGTON	New	Northern Corridor MP-10 to SR-18 (Skyline Drive)		15.00	Widening		\$15,000,000
WASHINGTON	15	Atkinville Interchange MP-2 on I-15			New Interchange		\$12,000,000
WASHINGTON	New	Southern Corridor MP-2 to Replacement Airport		15.00	New Alignment		\$15,000,000
WASHINGTON	City	Virgin River Bridge at 300 E. in Washington City		0.00	Widening		\$5,000,000
WASHINGTON	City	Santa Clara Drive, Santa Clara Parkway to Pioneer Parkway		2.30	Widening		\$6,000,000
WASHINGTON	New	Western Corridor Snow Canyon Parkway to Highway 91		3.00	New Alignment		\$4,000,000

UDOT Long-Range Highway Plan

Region 1 Highway Projects

COUNTY	ROUTE	PROJECT DESCRIPTION	BEGIN MI. PT.	LENGTH (MI)	IMPROVEMENT	PHASE	EST. COST
DAVIS	15	I-15 from Salt Lake/Davis County Line to I-215	312.58	0.95	Reconstruct/Safety	1	\$4,022,000
WEBER	15	I-15 over 31st Street in Ogden	342.29	0.17	Reconstruct/Safety/Bridge	1	\$1,977,000
BOX ELDER/CACHE	30	From I-15 to near SR-13	90.56	1.47	Rehabilitate/Bridge Project	1	\$1,526,000
BOX ELDER/CACHE	30	Near SR-38 to Box Elder/Cache County Line	94.82	4.74	Reconstruct	1	\$4,999,000
CACHE	30	In Logan from 10th West to Main Street	108.87	1.08	Reconstruct	1	\$1,263,000
WEBER	39	From SR-126 to Harrison	3.46	3.52	Reconstruct	1	\$7,135,000
BOX ELDER	84	I-84 from Blue Creek Summit to SR-102	30.00	10.76	Recon/Safety/Bridge Project	1	\$18,000,000
BOX ELDER	102	Near SR-13 to SR-38 in Deweyville	17.45	2.62	Bridge Project	1	\$1,009,000
WEBER	168	From SR-60 to Hill Air Force Base	0.00	1.16	Reconstruct/Bridge Project	1	\$2,102,000
WEBER	204	Wall Ave near 23rd in Ogden to US-89 in Harrisville	2.19	3.20	Reconstruct/Bridge Project	1	\$12,000,000
DAVIS	273	From South Kaysville to I-15	1.90	1.06	Reconstruct/Safety	1	\$1,703,000
BOX ELDER	13	Near I-15 to near SR-83 in Corinne	5.40	2.97	Reconstruct/Bridge Project	2	\$5,016,000
DAVIS	15	I-15 from Layton to 31st Street in Ogden	329.66	12.63	Recon/Safety/Mitigate Cong/Bridge	2	\$202,304,000
RICH	16	From Randolph to SR-30	20.50	8.54	Reconstruct/Bridge Project	2	\$12,801,000
CACHE	23	From SR-142 in Newton to the State Line	18.02	11.70	Reconstruct/Bridge Project	2	\$9,000,000
WEBER	26	Riverdale Rd from SR-126 to US-89	0.00	3.68	Reconstruct/Bridge	2	\$9,432,000
CACHE	30	Near SR-23 to near 10th West in Logan	102.33	6.54	Reconstruct/Bridge Project	2	\$11,435,000
WEBER	39	From Harrison to near SR-158	6.98	7.00	Rehabilitate/Bridge Project	2	\$7,294,000
WEBER	53	24th Street in Ogden near B Ave to US-89	1.00	0.96	Reconstruct/Bridge Project/Safety	2	\$2,511,000
DAVIS	68	500 South in Bountiful from 800 West to 200 West	68.89	0.85	Reconstruct/Safety Project	2	\$2,412,000
WEBER	84	I-84 near I-15 to near SR-26	43.60	1.13	Reconstruct/Safety	2	\$2,897,000
WEBER/MORGAN	84	I-84 from US-89 to SR-66 near West Morgan	50.55	15.39	Recon/Mountain Green Int/Safety	2	\$36,088,000
DAVIS	89	US-89 near Orchard Dr. to I-15 near Lagoon	331.96	4.77	Reconstruct/Bridge Project	2	\$9,563,000
WEBER	89	US-89 in Ogden near 40th Street to near 20th Street	354.08	2.74	Reconstruct/Safety Project	2	\$14,877,000
WEBER	89	US-89 near SR-235 in Ogden to near SR-204 in Harrisville	358.72	1.01	Reconstruct	2	\$1,850,000
CACHE	91	US-91 in Smithfield (South of City Limits to near 300 North)	32.59	2.01	Reconstruct/Safety Project	2	\$3,663,000
DAVIS	93	In Woods Cross from I-15 to US-89	0.00	0.35	Reconstruct/Safety	2	\$1,174,000
DAVIS	103	From SR-126 in Clearfield to Hill AFB	0.00	0.20	Reconstruct/Bridge Project	2	\$1,161,000

Region 1 Highway Projects Continued

COUNTY	ROUTE	PROJECT DESCRIPTION	BEGIN MI. PT.	LENGTH (MI)	IMPROVEMENT	PHASE	EST. COST
DAVIS	107	From SR-110 in West Point to SR-126	0.00	4.50	Reconstruct/Bridge Project	2	\$5,799,000
DAVIS	108	Antelope Drive from I-15 to Main Street	0.00	1.93	Reconstruct/Safety Project	2	\$3,529,000
DAVIS	108	Antelope Drive from 1000 West to 2000 West	2.93	1.00	Reconstruct	2	\$1,828,000
DAVIS/WEBER	126	Near SR-193 in Clearfield to SR-79 in North Roy	4.35	6.73	Reconstruct	2	\$11,895,000
BOX ELDER	13	From SR-38 to near I-15 in Brigham City	2.81	2.59	Reconstruct	3	\$8,034,000
BOX ELDER	13	From SR-102 to I-15	20.04	12.86	Reconstruct/Bridge Project	3	\$21,932,000
DAVIS	15	I-15 from I-215 to Grovers Lane	313.53	8.70	Reconstruct/Bridge Project	3	\$82,300,000
DAVIS	15	I-15 from Lagoon to Layton	325.14	4.52	Reconstruct/Bridge Project	3	\$69,870,000
WEBER/BOX ELDER	15	I-15 from 450 North to near SR-126	347.34	4.91	Reconstruct/Mitigate Congestion	3	\$47,503,000
BOX ELDER	15	I-15 near SR-240 to near SR-13	373.13	3.72	Reconstruct/Bridge Project	3	\$10,568,000
BOX ELDER	15	I-15 near 10th North to near Plymouth	381.98	12.20	Reconstruct/Safety/Bridge Project	3	\$11,586,800
WEBER	39	From SR-134 to SR-126 in Weber County	0.00	3.46	Reconstruct/Bridge Project	3	\$5,996,000
WEBER	39	Near SR-158 to Limestone Springs	13.98	19.38	Reconstruct/Safety Project	3	\$24,336,000
MORGAN	65	From Salt Lake/Morgan County Line to Summit/Morgan County Line	7.79	13.89	Reconstruct/Bridge Project	3	\$15,160,000
DAVIS	68	Redwood Road from I-215 to 800 West	63.85	5.04	Reconstruct	3	\$7,324,000
WEBER	79	Hinckley Dr from SR-126 to near Wall Ave (SR-204)	0.00	2.56	Reconstruct/Bridge Project	3	\$7,635,000
BOX ELDER	84	I-84 near Hansel Valley to near Rattlesnake	15.77	4.57	Reconstruct/Safety Project	3	\$11,281,000
DAVIS/WEBER	84	I-84/US-89 Interchange and Bridge and I-84 near SR-26 to US-89	44.73	5.82	Recon/Safety/Bridge Project	3	\$86,000,000
DAVIS	89	US-89 from I-15 near Lagoon to near 200 North in Kaysville	336.73	4.51	Reconstruct	3	\$13,965,000
BOX ELDER/CACHE	89	US-89 near Hot Springs to near US-91 in Brigham City	365.01	10.24	Reconstruct	3	\$31,767,000
CACHE	89	US-89 near 700 East in Logan to Wood Camp Campground Area	376.26	10.43	Recon/Mitigate Cong/Bridge Project	3	\$23,719,000
BOX ELDER	90	From SR-13 in Brigham City to US-91	0.00	1.61	Reconstruct/Bridge Project	3	\$2,874,000
BOX ELDER	91	US-91 from I-15 South of Brigham City to SR-90	0.00	3.72	Mitigate Congestion/Bridge Project	3	\$9,913,000
CACHE	91	US-91 (Main St) in Logan near 2nd North to near 10th North	26.38	1.30	Reconstruct/Mitigate Cong/Safety	3	\$4,437,000
DAVIS	105	Parrish Lane from I-15 to Main St (SR-106) in Centerville	0.00	0.70	Reconstruct	3	\$2,429,000
DAVIS	106	From US-89 in Bountiful to US-89 North of Centerville	0.00	10.62	Reconstruct/Safety/Bridge Project	3	\$18,105,000
WEBER/DAVIS	108	From Syracuse to SR-126 near Roy	3.93	9.74	Reconstruct	3	\$13,148,000
DAVIS	109	Gentile Street in Layton from SR-126 to near Fairfield	0.00	1.13	Reconstruct	3	\$2,392,000
DAVIS	126	From I-15 to near SR-193 in Clearfield	0.00	4.35	Reconstruct	3	\$10,719,000
WEBER	126	From SR-79 in North Roy to US-89	11.08	10.41	Reconstruct/Bridge Project	3	\$18,969,000
DAVIS	193	From Hill Field Road (SR-232) to near US-89 in Layton	1.95	3.42	Reconstruct	3	\$8,361,000
WEBER	235	From 2550 North to US-89 in Pleasant View	3.07	1.79	Reconstruct	3	\$2,380,000

Region 2 Highway Projects

COUNTY	ROUTE	PROJECT DESCRIPTION	BEGIN MI. PT.	LENGTH (MI)	IMPROVEMENT	PHASE	EST. COST
TOOELE	36	From Tooele Main St. to Railroad Bridge	55.32	1.27	Reconstruct	1	\$11,748,000
TOOELE	36	From Mills Jct. to I-80	63.03	3.49	Safety Project	1	\$144,000
SALT LAKE	48	7800 South (SR-48) from 4000 West to 3200 West	8.31	0.99	Reconstruct/Safety	1	\$1,934,000
SALT LAKE	68	Redwood Road from 2100 South to North Temple	56.33	3.34	Reconstruct/Bridge Project	1	\$25,827,000
SALT LAKE	80	I-80 near Black Rock to Union Pacific Railroad	101.87	0.17	Reconstruct/Safety/Bridge Project	1	\$1,322,000
SALT LAKE	89	US-89 from 7200 South (SR-48) to 6400 South	317.31	0.86	Reconstruct/Safety	1	\$11,748,000
SUMMIT	150	From Sulphur Campground to Bear River Service	38.84	9.87	Bridge Project	1	\$1,501,000
SALT LAKE	190	From Big Cottonwood Structure to Brighton Loop	1.79	15.06	Bridge Project	1	\$2,017,000
SALT LAKE	266	From I-215 to I-15	0.00	2.79	Safety Project/Bridge	1	\$1,181,000
SALT LAKE	68	Redwood Road from 14400 South to 9000 South	40.21	6.79	Recon/Safety/Bridge/Widen	2	\$91,140,000
SALT LAKE	71	From Redwood Road to 9400 South	0.00	7.32	Safety Project/Bridge	2	\$30,582,000
SALT LAKE	80	I-80 from State Street to 700 East	120.95	1.06	Safety Project/Bridge	2	\$11,941,000
SUMMIT	80	I-80 from Wanship to Coalville	152.82	7.64	Bridge Project	2	\$24,774,000
SUMMIT	80	I-80 from Castle Rock to the State Line	181.90	13.09	Reconstruct/Bridge Project/Safety	2	\$39,855,000
SALT LAKE	89	US-89 from Draper/Sandy City Limits to I-15	310.41	1.08	Reconstruct	2	\$23,683,000
SALT LAKE	89	US-89 from 9000 South to 7200 South (SR-48)	315.06	2.25	Reconstruct/Safety	2	\$20,559,000
TOOELE	138	SR-138 in Grantsville from Park St. to Main St.	9.92	1.17	Reconstruct	2	\$23,683,000
SALT LAKE	171	3500 South (SR-171) from 2700 East to I-215	14.55	1.07	Reconstruct/Bridge Project/Safety	2	\$4,342,000
SALT LAKE	209	9000 South (SR-209) from 2730 E to Little Cottonwood Cyn	12.30	2.25	Reconstruct/Bridge Project	2	\$3,407,000
SALT LAKE	215	I-215 from 4700 South to 2100 South	15.58	3.99	Reconstruct/Safety/Bridge	2	\$59,208,000
SALT LAKE	15	I-15 from Utah/Salt Lake County Line to Bluffdale	286.53	1.90	Reconstruct	3	\$19,010,000
SALT LAKE	15	I-15 from 600 North to near 1500 North	309.55	1.88	Bridge Project	3	\$29,604,000
SALT LAKE	15	I-15 near 1500 North to Salt Lake/Davis County Line	311.43	1.15	Bridge Project	3	\$23,683,000
SALT LAKE	68	Redwood Road from 6600 South to 3500 South	49.96	4.57	Reconstruct/Bridge Project	3	\$16,199,000
SALT LAKE	68	Redwood Road from 1000 North to I-215	61.01	2.84	Bridge Project	3	\$29,604,000
TOOELE	80	I-80 from Clive to Lowe	48.54	13.08	Reconstruct/Safety/Mitigate Cong	3	\$42,702,000
TOOELE	80	I-80 from Delle to Rowley	69.26	6.91	Reconstruct/Safety/Bridge/Mit. Cong.	3	\$17,735,000
SALT LAKE	80	I-80 from 700 East to near Parleys Canyon	122.01	2.96	Bridge Project	3	\$31,456,000
SALT LAKE	80	I-80 near End of Concrete to near Stillmans Bridge	124.97	1.52	Safety Project/Bridge Project	3	\$5,105,000
SALT LAKE	89	US-89 from 11800 South to 9000 South	311.49	3.57	Reconstruct/Bridge Project/Safety	3	\$10,491,000
SALT LAKE	154	Bangerter Highway from 2100 South to Airport	19.84	3.19	Safety Project	3	\$8,757,000
SALT LAKE	171	SR-171 from 8400 West to 5600 West	0.00	3.50	Reconstruct	3	\$29,604,000
SALT LAKE	201	SR-201 from 4000 West to near 2700 West	13.46	0.46	Mitigate Congestion	3	\$394,717,000
SALT LAKE	209	9000 South from Redwood Road to the Jordan River	5.70	1.00	Safety Project/Bridge	3	\$4,612,000
SALT LAKE	266	4500 South (SR-266) from 700 East to I-215	4.39	3.68	Reconstruct/Safety	3	\$5,684,000
SALT LAKE	270	West Temple from I-15 to 900 South	0.00	1.18	Reconstruct/Bridge	3	\$4,534,000

Region 3 Highway Projects

COUNTY	ROUTE	PROJECT DESCRIPTION	BEGIN MI. PT.	LENGTH(MI)	IMPROVEMENT	PHASE	EST. COST
UTAH	15	I-15 from Urban Boundary to Reference Post 256 + 0.98	247.21	7.04	Safety Project	1	\$4,426,000
JUAB	28	From SR-78 to I-15	30.02	9.01	Reconstruct	1	\$6,221,000
DUCHESNE	35	From Reference Post 48 to Reference Post 54	48.00	6.01	Bridge Project	1	\$750,000
JUAB	41	From North Nephi to Concrete	4.27	0.52	Reconstruct	1	\$2,327,000
UTAH	52	800 North (SR-52) in Orem from SR-114 to Reference Post 0+0.39	0.00	0.39	Safety Project	1	\$144,000
UTAH	68	Redwood Road from Reference Post 28+0.77 to SR-73	28.89	3.95	Safety Project	1	\$4,180,000
UTAH	73	From Redwood Road to US-89	36.45	4.57	Reconstruct/Bridge Project/Safety	1	\$6,442,000
UTAH	89	Moark Jct in Mapleton City to 400 East	281.20	2.93	Reconstruct	1	\$3,238,000
UTAH	89	US-89 in Orem from 1600 South to 800 North	296.19	3.20	Reconstruct/Safety	1	\$10,103,000
UTAH	89	US-89 in American Fork from 700 East to Draper/Sandy City Limits	308.59	1.82	Reconstruct	1	\$3,015,000
UTAH	115	From I-15 in Payson to Reference Post 2	0.74	1.26	Reconstruct	1	\$1,330,000
UTAH	156	Main Street in Spanish Fork from 300 South to I-15	0.00	1.38	Reconstruct	1	\$3,332,000
UTAH	189	US-189 from Murdock Canal Bridge to Divided Highway	8.52	0.55	Reconstruct/Bridge Project	1	\$2,501,000
WASATCH	189	US-189 from Snows Marina Entrance to SR-113	21.08	4.11	Reconstruct	1	\$4,526,000
UTAH	198	I-15 North Santaquin to 12000 South Utah County	0.00	2.94	Reconstruct	1	\$2,920,000
UTAH	265	1200 South in Orem from I-15 to 400 West	0.37	0.84	Reconstruct/Safety	1	\$2,703,000
JUAB	6	US-6 from Eureka to Juab/Utah County Line	139.23	1.75	Reconstruct	2	\$2,449,000
JUAB	15	I-15 from Reference Post 200 to SR-28 in Gunnison	200.06	22.93	Reconstruct/Bridge Project/Safety	2	\$138,431,000
JUAB	15	I-15 from Pavement Change to US-6 Offramp	230.18	14.92	Reconstruct/Safety Project	2	\$20,236,000
UTAH	15	I-15 from SR-77 to SR-75	260.20	2.17	Bridge Project	2	\$750,000
UTAH	15	I-15 from SR-114 Structure to 2400 South Structure	265.58	2.80	Safety/Bridge	2	\$750,000
UTAH	15	I-15 from End of Asphalt to Utah/Salt Lake County Line	283.32	3.21	Safety Project	2	\$31,198,000
JUAB	28	From Reference Post 23 to SR-78	23.14	6.88	Safety Project	2	\$144,000
JUAB	36	From US-6 to Tooele/Juab County Line	0.00	6.41	Reconstruct/Safety Project	2	\$9,009,000
JUAB	36	SR-36 South Leg	66.52	0.91	Reconstruct	2	\$1,932,000
WASATCH	40	US-40 from Summit/Wasatch County Line to US-189	6.04	11.91	Safety Project/Bridge Project	2	\$2,683,000
WASATCH	40	US-40 from Reference Post 27.73 to Reference Post 7.97	27.73	7.97	Safety Project	2	\$144,000
WASATCH	40	US-40 from Reference Post 52 to SR-208	50.73	17.66	Safety Project/Bridge Project	2	\$2,539,000
DUCHESNE	40	Main Street (US-40) in Duchesne	85.74	1.99	Safety Project/Bridge Project	2	\$894,000
DUCHESNE	40	US-40 from Reference Post 95+0.91 to Antelope Creek Bridge	94.64	2.79	Safety Project/Bridge Project	2	\$1,645,000
JUAB	41	SR-41 through Nephi	0.00	4.27	Reconstruct	2	\$7,052,000
UTAH	68	Redwood Road from Elberta to Reference Post 17	0.03	17.44	Reconstruct	2	\$20,751,000
UTAH	73	From Tooele/Juab County Line to Station Road (180 North)	15.80	9.34	Reconstruct/Safety Project	2	\$12,384,000
UTAH	77	From Main Street to I-15	6.66	0.53	Safety Project	2	\$200,000
UTAH	89	US-89 from 400 East to 400 South (SR-77) in Springville	284.13	1.06	Reconstruct	2	\$1,078,000
UTAH	115	Main St. (SR-115) from Reference Post 2 to SR-156	2.00	6.27	Reconstruct/Bridge Project	2	\$7,406,000
UINTA	121	From 9500 East to Road Left	22.44	8.95	Bridge Project	2	\$750,000
UINTA	121	From 2500 West to US-40 (Main St. in Vernal)	37.71	2.42	Safety Project	2	\$144,000
JUAB	132	From Millard/Juab County Line to Juab/Sanpete County Line	8.66	33.22	Reconstruct/Bridge Project	2	\$42,981,000
UTAH	144	From SR-92 (Alpine Loop) to Tibble Fork Reservoir	0.00	2.38	Reconstruct	2	\$2,244,000
UTAH	147	From SR-147 Turning Left to 3200 West to US-6	9.80	6.15	Bridge Project	2	\$750,000
UTAH	180	From I-15 to US-89	0.00	1.04	Reconstruct/Safety	2	\$2,034,000
UTAH	189	US-189 in Provo from 920 South to 500 South	1.15	0.37	Reconstruct/Bridge Project/Safety	2	\$3,085,000
UTAH	189	US-189 from Divided Highway to SR-92	9.07	5.31	Reconstruct/Safety	2	\$11,721,000
WASATCH	189	US-189 from Reference Post 17 to Snow Marina Entrance	17.02	4.06	Recon/Safety/Bridge Project	2	\$5,663,000
DUCHESNE	191	US-191 from Carbon/Duchesne County Line to Jones Hollow Road	166.75	15.73	Safety Project	2	\$288,000
UINTA/DUCHESNE	191	US-191 from US-40 (Main St. in Vernal) to Steinaker Overlook	201.45	4.77	Bridge Project	2	\$1,009,000
DAGGETT	191	US-191 from Greendale Junction to the State Line	236.38	16.94	Reconstruct/Bridge Project	2	\$19,564,000
UTAH	197	From SR-73 to US-89 in Lehi	0.00	1.08	Reconstruct	2	\$1,466,000
UTAH	198	From 12000 South to 500 South in Payson	2.94	1.86	Reconstruct/Safety Project	2	\$2,370,000
UTAH	265	University Parkway (SR-265) in Orem from SR-114 to I-15	0.00	0.37	Safety Project	2	\$604,000
UTAH	6	US-6 from Reference Post 177 to Skyview	165.84	24.17	Reconstruct	3	\$34,553,900
UTAH	15	I-15 From Payson 800 South Int. to Juab/Utah County Line	242.04	7.08	Reconstruct Bridges/Interchanges	3	\$206,500,000
UTAH	15	I-15 from US-6/Spanish Fork Main St Int. to Payson 800 South Int.	249.12	9.22	Add Lane Each Direction	3	\$344,300,000
DUCHESNE	40	US-40 from Antelope Creek Bridge to Myton City Limits	97.43	8.20	Safety Project	3	\$144,000
UINTA	40	US-40 from Reference Post 123 to SR-88	121.73	9.03	Safety Project	3	\$144,000
UINTA	45	From Reference Post 26 to 4750 South in Green River	26.12	12.06	Bridge Project	3	\$1,000,000
UTAH	73	From Eagle Mountain Blvd to I-15	32.00	8.95	Widen	3	\$53,700,000
UINTA	88	From Green River Bridge in Ouray to US-40	0.00	16.96	Bridge Project	3	\$1,000,000
UTAH	89	US-89 from 500 West to 1230 North Provo	291.63	3.16	Safety Project	3	\$288,000
WASATCH	113	From SR-224 to US-40 in Heber	3.91	3.20	Bridge Project	3	\$1,000,000
UTAH	141	SR-141 from US-6 in Genoa to SR-147	0.01	6.60	Reconstruct	3	\$6,746,000
UTAH	164	8000 South (SR-164) in Utah County from I-15 to US-6	0.00	2.73	Reconstruct/Bridge Project	3	\$4,451,000
DUCHESNE	191	US-191 from Jones Hollow Road to US-40 (Main St. in Duchesne)	182.48	18.97	Reconstruct/Safety	3	\$6,915,000
UINTA	191	US-191 from Brush Creek Rao to Reference Post 225	212.49	13.13	Reconstruct/Safety/Bridge Project	3	\$11,380,000

Region 4 Highway Projects

COUNTY	ROUTE	PROJECT DESCRIPTION	BEGIN MI. PT.	LENGTH(MI)	IMPROVEMENT	PHASE	EST. COST
EMERY	6	US-6 near Carbon/Emery County Line to Reference Post 293	251.11	30.66	Mitigate Congestion/Bridge Project	1	\$29,559,000
WASHINGTON	9	Near 520 West Street to Near SR-17	9.17	3.23	Reconstruct/Widen	1	\$5,224,000
GARFIELD	12	From Turn Out Right to near SR-63 to Bryce Canyon	7.29	6.47	Bridge Project	1	\$1,009,000
WASHINGTON/IRON	15	I-15 near Median Crossing to near Washington/Iron County Line	34.37	8.00	Rehab/Safety/Bridge/Climb Lane	1	\$16,977,000
SANPETE	137	In Gunnison from 6th South to End of SR-137	0.00	7.66	Rehabilitation/Bridge Project	1	\$4,820,000
CARBON/UTAH	6	US-6 from Pinetree Park to RR Overpass	209.09	10.02	Rehab/Safety/Congestion	2	\$19,616,000
CARBON	6	US-6 from Martin to Reference Post 236 Blue Cut	220.41	3.45	Reconstruct/ Safety	2	\$7,440,000
EMERY	6	US-6 from Reference Post 293 to Jct. I-70 EB Off Ramp	281.77	7.79	Mit. Cong./Interchange at I-70	2	\$48,515,000
WASHINGTON	9	From I-15 at Harrisburg Jct. To near 520 West	0.00	9.17	Bridge Project	2	\$2,017,000
KANE	9	From Ranch Road Crossing to US-89	40.07	4.29	Reconstruct	2	\$3,048,000
SEVIER	10	From I-70 to 200 West Crossing in Emery	0.00	12.23	Reconstruct/Safety	2	\$8,732,000
CARBON	10	From Reference Post 65 to SR-55	65.10	3.86	Reconstruct	2	\$22,028,000
GARFIELD	12	Near Local Road Right to near Reference Post 47	38.25	8.50	Reconstruct	2	\$8,017,000
WASHINGTON	15	I-15 from Washington Interchange to near Cottonwood Creek	10.45	8.87	Rehab/Reconst/Safety Project/ Bridge Project	2	\$17,238,000
WASHINGTON	15	I-15 near Anderson Jct. Interchange to near Median Crossing	27.19	7.18	Rehab/Safety Project	2	\$13,164,000
MILLARD	15	I-15 near Reference Post 188 to Juab/Millard County Line	187.64	6.67	Reconstruct/Bridge Project/Safety	2	\$14,256,000
WASHINGTON	18	From I-15 near South St. George Int. to near Road Right to Diamond Valley	0.00	12.26	Recon./Mit. Cong./Widen to MP 5/Safety/ Climbing Lanes	2	\$50,984,000
BEAVER	21	Near 850 South Street to Reference Post 83.5	77.48	6.15	RR Xing Improvements	2	\$5,713,000
WAYNE	24	Near Bicknell City Limits to near SR-12	61.34	8.44	Reconstruct/Bridge Project	2	\$9,864,000
MILLARD	50	I-15 from Scipio Interchange to Millard/Sevier County Line	30.31	19.37	Rehab/Truck Lane	2	\$35,780,000
SEVIER	70	I-70 near Median Crossing to near Ghost Rock Rest Area	80.55	41.84	Rehabilitation/Safety/ Bridge	2	\$20,230,000
EMERY	70	I-70 from Reference Post 152 to Green River and Emery/Grand County Line	154.47	8.87	Bridge Project	2	\$3,026,000
KANE	89	US-89 in Kanab from 300 East to near North City Limits	63.95	1.50	Reconstruct/Safety	2	\$2,266,000
KANE	89	US-89 from Reference Post 77 to near Virgin River in Orderville	77.07	9.22	Bridge Project	2	\$2,000,000
KANE	89	US-89 near Glendale North City Limits to near Reference Post 96	90.61	5.71	Safety Project/Bridge Project	2	\$1,153,000
GARFIELD	89	US-89 from Panguitch City Limits to near SR-20 at orton Jct.	132.62	9.44	Bridge Project	2	\$1,000,000
PIUTE	89	US-89 from Reference Post 175 to Rio Grande Ave. in Marysvalle	175.01	5.50	Rehabilitate/Bridge Project	2	\$3,029,000
SEVIER	89	US-89 near Piute/Sevier County Line to I-70	185.62	7.69	Safety Project/Bridge Project	2	\$1,181,000
SANPETE	89	US-89 from Farm Road to SR-28	205.00	4.48	Bridge Project	2	\$1,000,000
SANPETE	116	Near Y Connect to US-89 in Mt. Pleasant	2.50	4.54	Bridge Project	2	\$1,009,000
SEVIER	118	From I-70 to SR-120 and Richfield City Limits	0.01	14.73	Reconstruct/Bridge Project	2	\$22,758,000
IRON	130	From I-15 South Cedar City to Street Right (D.L. Seargent)	0.00	4.91	Reconstruct/Safety Project	2	\$5,463,000
SANPETE	132	Near Fountain Green North City Limits to 100 South	47.17	8.94	Rehabilitation/Bridge Project	2	\$6,456,000
SANPETE	137	From Begin North Leg to US-89 South of Sterling	7.66	3.67	Rehabilitation/Bridge Project	2	\$2,533,000
SAN JUAN	191	US-191 in Blanding from Center Street to Rad Left	51.63	0.66	Safety Project	2	\$172,000
WASHINGTON	228	SR-228 in Leads from I-15 South Int. to I-15 North Int.	0.00	1.38	Bridge Project	2	\$1,000,000
SEVIER/SANPETE	256	From US-89 North of Salina to US-89 South of Axtell	0.00	5.62	Bridge Project	2	\$1,000,000
SAN JUAN	262	From Reference Post 22 to near Reference Post 31	22.05	9.23	Reconstruct/Bridge Project	2	\$12,649,000
GARFIELD	276	From SR-95 (Trachyte Jct.) to near Road to Plateau Resources Limited	0.00	23.62	Rehabilitate/Bridge Project	2	\$14,707,000
MILLARD	6	US-6 from the State Line to Juab/Millard County Line	0.00	107.46	Reconstruct/Safety/Bridge Project	3	\$125,961,000
CARBON	6	US-6 from Reference Post 236 Blue Cut to East Price	223.86	7.52	Rehab/Mit. Cong./Safety/Bridge Project	3	\$11,678,000
CARBON	6	US-6 from Wellington to near Carbon/Emery County Line	234.81	16.30	Mitigate Congestion/Bridge Project	3	\$26,512,000
WASHINGTON	9	Near SR-17 to near East Street Crossing (100 East)	12.40	6.41	Bridge Project	3	\$1,009,000
WASHINGTON	9	Near Reference Post 27 to Zions National Park Boundary	27.38	5.21	Reconstruct/Bridge Project	3	\$8,976,000
KANE	9	Near Pavement Change at Zions Entrance to Ranch Road Crossing	32.75	7.32	Reconstruct	3	\$8,023,000
EMERY	10	From 300 East in Emery to Trailer Park in Ferron	12.93	13.20	Reconstruct	3	\$16,918,000
EMERY	10	From Road Right to near Reference Post 37	27.72	9.49	Reconstruct/Bridge Project	3	\$13,198,000
CARBON/EMERY	10	Near SR-155 to Cleveland to Reference Post 65	56.59	8.51	Reconstruct	3	\$13,345,000
KANE	11	From the State Line to US-89	0.00	2.96	Widen	3	\$3,714,000
GARFIELD	12	From US-89 to Turn Out Right	0.00	7.29	Rehabilitation	3	\$3,391,000
GARFIELD	12	From Tropic North Limits to near Local Road Right	20.90	17.35	Reconstruct/Rehabilitation/Bridge Project	3	\$25,032,000
GARFIELD	12	Near Reference Post 47 to near 500 West	46.75	12.58	Rehabilitate/Bridge Project	3	\$7,017,000
WAYNE	12	From Garfield/Iron County Line to SR-24 East of Torrey	111.19	12.48	Reconstruct/Safety Project	3	\$16,708,000
KANE	14	From Kane/Iron County Line to Mammoth Creek/Road to Panquitch Lake Right	22.50	8.50	Rehab/Safety Project	3	\$3,675,000
IRON	15	I-15 near Median Crossing to North Cedar City Interchange	52.12	9.97	Safety Project/Bridge Project	3	\$2,161,000
BEAVER	15	I-15 near County Road to Median Crossing	104.52	7.97	Bridge Project	3	\$2,017,000
MILLARD	15	I-15 near Reference Post 179 to near Reference Post 188	179.22	8.42	Climbing Lanes	3	\$7,944,000
WASHINGTON	17	From SR-9 in LaVerkin to West Side of I-15	0.00	6.03	Reconstruct/Interchange at I-15	3	\$55,835,000
WASHINGTON	18	Near Leavitt Lane to SR-56 (Beryl Jct.)	19.86	30.99	Reconstruct/Widen/Bridge	3	\$41,938,000
GRAND/EMERY	19	From I-70 (Green River) to I-70	0.00	4.58	Reconstruct	3	\$7,531,000
BEAVER	21	From Reference Post 53 to 200 West Street	52.89	23.89	Bridge Project	3	\$24,553,000
WAYNE	24	Near Loa North City Limits to Road Left at Angle	51.73	4.78	Rehabilitation	3	\$2,842,000
WAYNE	24	Near SR-12 Right to near Fremont River Bridge	69.78	25.14	Recon/Rehab/Bridge/Passing/Safety	3	\$31,826,000
EMERY	29	From Y Connect EB only (Orangeville) to SR-10	17.85	3.90	Reconstruct	3	\$3,987,000
SANPETE	31	From US-89 in Fairview to Sanpete/Emery County Line	0.00	18.55	Reconstruct/Rehabilitate	3	\$15,676,000
CARBON	55	Near Main Street (SR-55) to US-6	1.26	1.86	Reconstruct	3	\$4,660,000
IRON	56	Near Road to Lud to SR-30 in Cedar City	58.58	2.75	Reconstruct/Safety	3	\$5,804,000
WASHINGTON	59	From Reference Post 11 to SR-9 in Hurricane	10.92	11.20	Reconstruct	3	\$15,281,000
SEVIER	62	Near Koosharem North City Limits to SR-24	38.54	4.36	Rehabilitation	3	\$2,102,000
MILLARD/SEVIER	70	I-70 From I-15 to near Reference Post 78	0.00	80.55	Safety Project	3	\$93,901,000
EMERY	70	I-70 near Reference Post 136 to Reference Post 145	138.72	8.82	Safety Project/Bridge Project	3	\$1,153,000
GRAND	70	I-70 from Green River and Emery/Sevier County Line to Reference Post 174	163.34	13.39	Bridge Project	3	\$1,000,000

Region 4 Highway Projects Continued

COUNTY	ROUTE	PROJECT DESCRIPTION	BEGIN MI. PT.	LENGTH(MI)	IMPROVEMENT	PHASE	EST. COST
GRAND	70	I-70 from Reference Post 186 near Rest Area to Reference Post 190	188.74	4.01	Safety Project	3	\$144,000
GRAND	70	I-70 from Reference Post 212 to Reference Post 219	214.78	7.00	Bridge Project	3	\$1,000,000
WAYNE	72	Near SR-24 in Loa to near Road Left to Mill Meadow Reservoir	0.00	6.84	Reconstruction	3	\$8,585,000
SEVIER	72	Near Road Left Under I-70 to I-70 near Fremont Jct.	33.88	1.47	Reconstruct/Safety Project	3	\$2,598,000
GARFIELD/PIUTE	89	US-89 from Reference Post 152.60 to Sevier River Bridge	152.60	7.06	Safety Project	3	\$516,000
SANPETE	89	US-89 near Manti South City Limits to 500 North in Manti	222.97	1.25	Safety Project	3	\$172,000
SANPETE	89	US-89 near Ephraim South City Limits to near 300 North in Ephraim	230.07	1.13	Safety Project	3	\$172,000
SANPETE	89	US-89 in Mt. Pleasant from 700 South to Near Main (SR-116)	245.39	0.70	Reconstruct/Bridge Project/Safety	3	\$2,886,000
UTAH/CARBON	96	From North End of Schofield Reservoir Dam to US-6	11.32	11.33	Bridge Project	3	\$1,000,000
SANPETE	116	From SR-132 in Moroni to near Y Connect	0.00	2.50	Safety Project	3	\$172,000
SEVIER	120	SR-120 in Richfield near 400 South to 700 North	1.96	0.98	Reconstruct/Safety	3	\$6,864,000
GRAND	128	From US-191 near Moab to Turn Out Left and Right	0.01	21.51	Bridge Project	3	\$1,000,000
GRAND	128	From Road to Cisco to I-70	41.68	3.05	Bridge Project	3	\$1,000,000
BEAVER	160	From I-15 South Beaver to I-15 North Beaver	0.00	3.82	Rehab/Bridge Project	3	\$3,549,000
MILLARD	161	From I-70 Cove Fort to I-15 North Cove Fort	0.00	3.09	Rehab/Safety Project/Bridge	3	\$2,468,000
SAN JUAN	163	From the State Line to Road to Housing Area	0.00	19.29	Bridge Project	3	\$1,000,000
SAN JUAN	191	US-191 near Rd to Devils Canyon Camp. to Rd through Gate in Monticello	60.10	11.03	Safety Project	3	\$172,000
SAN JUAN	191	US-191 from Road Through Gage to near Turn Out Left and Right	89.17	7.03	Rehabilitation/Bridge Project	3	\$6,250,000
SAN JUAN	191	US-191 near Mormon Tank Wash Bridge to Hole in the Rock Rest Area	107.75	3.01	Climbing Lanes/Bridge Project	3	\$5,786,000
GRAND	191	US-191 from Reference Post 140 to Reference Post 145	140.40	5.01	Reconstruct/Bridge Project	3	\$13,589,000
WASHINGTON	212	From I-15 in Washington to 300 East	0.00	1.29	Reconstruct/Widen/Bridge	3	\$4,948,000
WASHINGTON	219	From West Limits of Enterprise to SR-18	0.00	1.66	Bridge Project	3	\$1,009,000
SAN JUAN	262	From US-191 to Reference Post 8	0.00	8.02	Bridge Project	3	\$1,000,000
SAN JUAN	262	From Reference post 16 to Reference Post 22	16.04	6.01	Bridge Project	3	\$1,009,000

Illustrative Projects

Region 1 Illustrative

COUNTY	ROUTE	PROJECT DESCRIPTION	BEGIN MI. PT.	LENGTH(MI)	IMPROVEMENT	PHASE	EST. COST
BOX ELDER	13	Near SR-38 in Corrine to near Malad River Bridge	8.37	3.08	Reconstruct	Illus.	\$8,315,000
DAVIS	15	I-15 from Grovers Lane to Lagoon	322.23	2.91	Reconstruct	Illus.	\$43,093,000
DAVIS/WEBER	15	Kaysville to 31st Street	328.85	13.97	Reconstruct/Widen	Illus.	\$500,000,000
WEBER/BOX ELDER	15	450 North to Willard Interchange	347.49	11.02	Reconstruct/Widen	Illus.	\$250,000,000
BOX ELDER	15	I-15 near SR-126 to near US-91	352.25	10.26	Recon/Mitigate Cong/Bridge Project	Illus.	\$100,011,000
BOX ELDER	15	I-15 near SR-13 to near I-84	376.85	3.13	Reconstruct/Bridge Project	Illus.	\$10,900,000
DAVIS	15	Kaysville Park and Ride Lot Expansion			New Construction	Illus.	\$200,000
DAVIS	15	Sunset/Bluff interchange			New Interchange	Illus.	\$40,000,000
RICH	16	From the State Line to Randolph	0.00	20.50	Reconstruct/Bridge Project	Illus.	\$21,592,000
CACHE	23	Near SR-30 to near SR-142 in Newton	9.90	8.12	Reconstruct	Illus.	\$10,415,000
BOX ELDER	30	From near the State Line to Reference Post 21	0.00	20.95	Reconstruct/Bridge Project	Illus.	\$21,595,000
BOX ELDER	30	From west of Rosette to near SR-42	40.78	33.55	Reconstruct	Illus.	\$44,362,000
CACHE	30	Realignment of SR-30 between 600 West and Main in Logan	109.50	0.75	Realignment/New Construction	Illus.	\$8,500,000
RICH	30	Near SR-16 to the State Line	131.44	4.29	Reconstruct/Bridge Project	Illus.	\$6,381,000
WEBER/DAVIS	37	From 3000 West in Clinton to SR-108	3.00	9.29	Reconstruct/Bridge Project	Illus.	\$14,066,000
WEBER/CACHE	39	From Limestone Springs to near Weber/Cache County Line	33.36	10.65	Reconstruct	Illus.	\$11,405,000
WEBER	39	Pineview Dam Bridge Structure			New Bridge	Illus.	\$12,000,000
DAVIS/WEBER	60	Near SR-168 to US-89 in Uintah	1.20	5.71	Reconstruct/Bridge Project	Illus.	\$6,509,000
CACHE	61	From SR-23 in Cornish to US-91 in Lewiston	0.00	7.24	Reconstruct/Bridge Project	Illus.	\$8,297,000
MORGAN	66	From I-84 near East Canyon to SR-65 near Morgan	0.00	14.84	Reconstruct/Bridge Project	Illus.	\$21,720,000
WEBER	79	1 Mile Extension of SR-79	-1.00	1.00	New Construction	Illus.	\$2,500,000
WEBER	79	Hinckley Dr near Wall Ave (SR-204) to US-89 and 30th St WB	2.56	0.44	Reconstruct/Safety Project	Illus.	\$677,000
WEBER	79	From Harrison Blvd (SR-203) to WB Merge with EB	4.15	0.74	Reconstruct	Illus.	\$1,398,000
BOX ELDER	82	From SR-102 in Tremonton to near Garland	0.00	2.00	Reconstruct	Illus.	\$1,887,000
BOX ELDER	84	I-84 near East Snowville to near Hansel Valley	7.93	7.84	Reconstruct	Illus.	\$72,829,000
BOX ELDER	84	I-84 near Rattlesnake to Blue Creek Summit	20.34	9.66	Reconstruct/Bridge Project	Illus.	\$25,042,000
MORGAN	84	I-84 from SR-66 near W Morgan to the Morgan/Summit County Line	65.94	9.18	Recon/Safety/Bridge Project	Illus.	\$67,197,000
MORGAN	84	Mountain Green Interchange - I-84 with US-89			New Interchange	Illus.	\$35,000,000
DAVIS/WEBER	89	US-89 near 200 North in Kaysville to near Weber River Bridge	341.24	7.42	Recon/Mitigate Cong/Bridge Project	Illus.	\$28,406,000
CACHE	89	US-89 near Right Hand Fork to near SR-243 Beaver Mountain	386.69	15.62	Reconstruct/Bridge Project/Safety	Illus.	\$21,372,000
RICH	89	US-89 near Cache/Rich County Line to State Line	408.15	11.06	Reconstruct/Safety	Illus.	\$12,362,000
CACHE	91	US-91 in Logan near SR-165 to near 2nd North	25.46	0.92	Reconstruct/Mitigate Cong/Safety	Illus.	\$4,186,000
CACHE	91	US-91 near Richmond to the State Line	41.39	3.83	Reconstruct/Bridge Project	Illus.	\$5,225,000
BOX ELDER	91	Brigham City Interchange			Reconstruct Interchange	Illus.	\$35,000,000
WEBER	97	From SR-108 to I-15	0.00	2.27	Reconstruct	Illus.	\$3,541,000
CACHE	101	From SR-23 in Wellington to Hardware Ranch	0.01	21.72	Reconstruct/Bridge Project	Illus.	\$25,973,000
BOX ELDER	102	From SR-83 near Lampo Jct to near I-84	0.00	14.02	Reconstruct/Bridge Project	Illus.	\$20,002,000
DAVIS	110	From 107 North West of Syracuse to SR-37 in West Point	0.00	3.47	Reconstruct	Illus.	\$3,545,000
DAVIS	127	From SR-110 in Syracuse to SR-108	0.90	1.61	Reconstruct	Illus.	\$2,370,000
WEBER	134	From SR-37 in Kanesville to SR-126 in Farr West	0.00	10.92	Reconstruct/Bridge Project	Illus.	\$16,456,000

Region 1 Illustrative Continued

COUNTY	ROUTE	PROJECT DESCRIPTION	BEGIN MI. PT.	LENGTH(MI)	IMPROVEMENT	PHASE	EST. COST
CACHE	142	From SR-23 in Newton to US-91 in Richmond	0.00	17.24	Reconstruct/Bridge Project	Illus.	\$18,958,000
WEBER	158	From SR-39 at Pine View Dam to near Eden	0.00	6.60	Reconstruct/Bridge Project	Illus.	\$7,967,000
MORGAN	167	From I-84 in Mountain Green to near Trappers Loop	0.00	1.41	Reconstruct/Bridge Project	Illus.	\$2,339,000
DAVIS	215	I-215 from Redwood Road (SR-68) to I-15	27.07	1.90	Reconstruct/Safety Project	Illus.	\$18,526,000
CACHE	218	SR-218 from SR-23 in Newton to US-91 in Smithfield	0.00	8.20	Reconstruct/Bridge Project	Illus.	\$8,802,000
WEBER	226	From SR-39 near Pine View to Snow Basin	0.00	3.00	Reconstruct/Safety	Illus.	\$3,209,000
BOX ELDER	315	From North Marina Willard Bay to US-89	0.00	1.74	Reconstruct	Illus.	\$2,650,000

Region 2 Illustrative

COUNTY	ROUTE	PROJECT DESCRIPTION	BEGIN MI. PT.	LENGTH(MI)	IMPROVEMENT	PHASE	EST. COST
SALT LAKE	15	I-15 from Bluffdale to 9000 South (SR-209)	288.43	7.06	Safety/Bridge	Illus.	\$102,261,000
SALT LAKE	140	From 14400 South and Redwood Road to I-15	0.00	2.55	Reconstruct	Illus.	\$2,745,000
SALT LAKE	171	SR-171 from SR-111 to 2700 West	0.00	7.04	Reconstruct/Widen	Illus.	\$150,000,000
SALT LAKE/TOOELE	201	SR-201 from I-80 to near SR-202	0.00	6.63	Reconstruct/Bridge/Widen	Illus.	\$27,158,000
SALT LAKE	209	9000 South (SR-209) from 700 East to 1300 East	8.83	1.34	Reconstruct/Mitigate Congestion	Illus.	\$2,256,000

Region 3 Illustrative

COUNTY	ROUTE	PROJECT DESCRIPTION	BEGIN MI. PT.	LENGTH(MI)	IMPROVEMENT	PHASE	EST. COST
UTAH	New	Mountain View Corridor - Salt Lake/Utah County Line to I-15 in Pleasant Grove			New Construction	Illus.	\$1,006,000,000
UTAH	15	I-15 from US-6/Spanish Fork Main Street to Payson 800 South			Freeway Reconstruction	Illus.	\$153,700,000

Region 4 Illustrative

COUNTY	ROUTE	PROJECT DESCRIPTION	BEGIN MI. PT.	LENGTH(MI)	IMPROVEMENT	PHASE	EST. COST
UTAH/CARBON	6	From Skyview to Pinetree Park	109.01	19.08	Reconstruct	Illus.	\$113,746,100
EMERY	10	SR-10 in Emery near 200 West to 300 East	12.23	0.70	Reconstruct/Safety	Illus.	\$866,000
IRON	14	From Salt Creek Bridge to Kane/Iron County Line	2.03	20.47	Reconstruct/Safety Project	Illus.	\$21,637,000
KANE	14	Near Mammoth Creek/Road to Panguitch Lake to Long Valley Int. (US-89)	31.00	9.48	Safety Project/Bridge Project	Illus.	\$1,153,000
WASHINGTON	15	I-15 Mile Post 2 Atkinville Interchange	2.00		New Interchange	Illus.	\$4,000,000
WASHINGTON	15	Mile Post 13 interchange in Washington	13.00		New Interchange	Illus.	\$30,000,000
IRON	15	I-15 Near Washington/Iron County Line to near Median Crossing	42.37	9.75	Safety Project/Bridge Project	Illus.	\$1,153,000
MILLARD	15	I-15 near I-70 Interchange to near Median Crossing	132.06	11.87	Rehabilitate/Safety/Bridge Project	Illus.	\$6,724,000
MILLARD	15	I-15 from Reference Post 159 to Reference Post 169	159.09	10.01	Safety Project/Bridge Project	Illus.	\$1,153,000
MILLARD/BEAVER	21	Near Road to Antelope Reservoir to Reference Post 53	20.46	32.43	Reconstruct	Illus.	\$30,611,000
BEAVER	21	Near Reference Post 96 to Main Street (SR-160)	96.48	10.79	Reconstruct	Illus.	\$11,441,000
SEVIER	24	From US-50 in Salina to SR-259	0.00	7.76	Safety Project/Bridge Project	Illus.	\$1,153,000
PIUTE/SEVIER	24	From Road Right to Piute/Wayne County Line	33.66	7.28	Reconstruct/Safety	Illus.	\$14,780,000
WAYNE	24	From Road Left to near Bicknell East City Limits	56.51	4.83	Rehabilitate/Safety Project	Illus.	\$2,386,000
WAYNE/EMERY	24	Near Fremont River Bridge to Road Crossing	94.92	41.72	Rehabilitation/Safety/Bridge Project	Illus.	\$10,432,000
MILLARD	50	US-50 from US-6 in Delta to near SR-100	0.00	18.03	Reconstruct	Illus.	\$24,704,000
IRON	56	From the State line to near Turn Out Right	0.00	46.13	Reconstruct/Bridge Project	Illus.	\$48,096,000
WASHINGTON	59	From the State Line to Reference Post 11	0.00	10.92	Reconstruct/Bridge Project	Illus.	\$16,377,000
KANE	89	US-89 from Reference Post 38 to near Reference post 46	38.05	8.36	Reconstruct/Bridge Project/Safety	Illus.	\$11,556,000
KANE	89	US-89 Near Road Left State Stockpile to 300 East Street in Kanab	53.45	10.50	Reconstruct/Bridge Project	Illus.	\$13,790,000
KANE	89	US-89 Near Virgin River Bridge in Orderville to near Glendale City Limits	86.29	4.32	Passing Lanes	Illus.	\$5,423,000
KANE/GARFIELD	89	US-89 Near Reference Post 96 to Center Street in Hatch	96.32	20.31	Rehabilitate/Safety Project	Illus.	\$9,620,000
GARFIELD	89	US-89 near SR-20 at Orton Jct. To Reference Post 148.57	142.06	6.52	Safety Project	Illus.	\$172,000
PIUTE	89	US-89 from 200 South in Junction to Reference Post 175	165.61	9.40	Rehabilitate	Illus.	\$5,702,000
SANPETE	89	US-89 from SR-256 to Farm Road Crossing	201.43	3.57	Reconstruct	Illus.	\$4,068,000
SANPETE	89	US-89 from SR-28 to near Sanpitch River Bridge	209.48	5.03	Rehabilitation	Illus.	\$2,465,000
SANPETE	89	US-89 from near 5th North in Manti to Near Ephraim City Limits	224.22	5.85	Reconstruct/Widen	Illus.	\$12,372,000
SAN JUAN	95	From Reference Post 106 to US-191	105.76	15.74	Rehab/Recon/Safety/Bridge Project	Illus.	\$13,063,000
MILLARD	100	From SR-99 (400 North in Fillmore) to US-50	0.04	16.94	Reconstruct	Illus.	\$17,559,000
SEVIER	119	From SR-118 in Richfield to SR-24 Kings Meadow Canyon	0.00	8.69	Reconstruct	Illus.	\$10,423,000
MILLARD	125	From US-50 near Delta to near 300 North (Oak City Limits)	0.00	10.07	Reconstruct	Illus.	\$10,198,000
IRON	130	Near Street Right (D.L. Seargent) to SR-21 near Minersville	4.91	37.53	Reconstruct	Illus.	\$42,212,000
MILLARD	132	From US-6 in Lynndyl to Millard/Juab County Line	0.02	8.64	Reconstruct	Illus.	\$9,152,000
SANPETE	132	From 100 South to US-89 (Pigeon Hollow Jct.)	56.11	7.26	Rehabilitation	Illus.	\$3,256,000
IRON	143	From I-15 South Parowan Int. to near Iron/Garfield County Line	0.00	27.55	Reconstruct	Illus.	\$26,748,000
IRON	148	From SR-14 to Cedar Breaks National Monument Boundary	0.00	2.52	Reconstruct	Illus.	\$3,302,000
BEAVER	153	From Main St. (SR-160) in Beaver to near Road to Puffer Lake	0.00	20.93	Reconstruct/Safety Project	Illus.	\$23,644,000
PIUTE	153	Near Reference Post 35 to Unimproved Road Right	33.92	4.37	Reconstruct	Illus.	\$4,123,000
SAN JUAN	191	US-191 from the State Line to US-163	0.00	21.28	Bridge Project	Illus.	\$14,262,000
SAN JUAN	191	US-191 near Turn Out Left and Right to Reference Post 99	96.20	3.06	Rehabilitation	Illus.	\$1,766,000
SAN JUAN	191	US-191 from Road to Service Station to near Mormon Tank Wash Bridge	103.73	4.02	Climbing Lanes	Illus.	\$6,055,000
GRAND	191	US-191 from North Mavide Dr. to Colorado River Bridge	127.04	1.81	Recon/Bridge/Congestion Project	Illus.	\$18,702,000
GRAND	191	US-191 from Reference Post 145 to I-70 near Green River	145.41	12.30	Reconstruct/Bridge Project	Illus.	\$36,113,000
CARBON/GRAND	191	US-191 from US-6 near Castlegate to Carbon/Duchesne County Line	157.71	9.04	Rehabilitation/Bridge Project	Illus.	\$6,079,000
BEAVER/MILLARD	257	From Center St. (SR-21) in Millford to US-6 East of Hinckley	0.00	69.58	Reconstruct/Bridge Project	Illus.	\$77,059,000
SEVIER	260	From SR-24 to SR-50	0.02	4.17	Reconstruct	Illus.	\$5,796,000

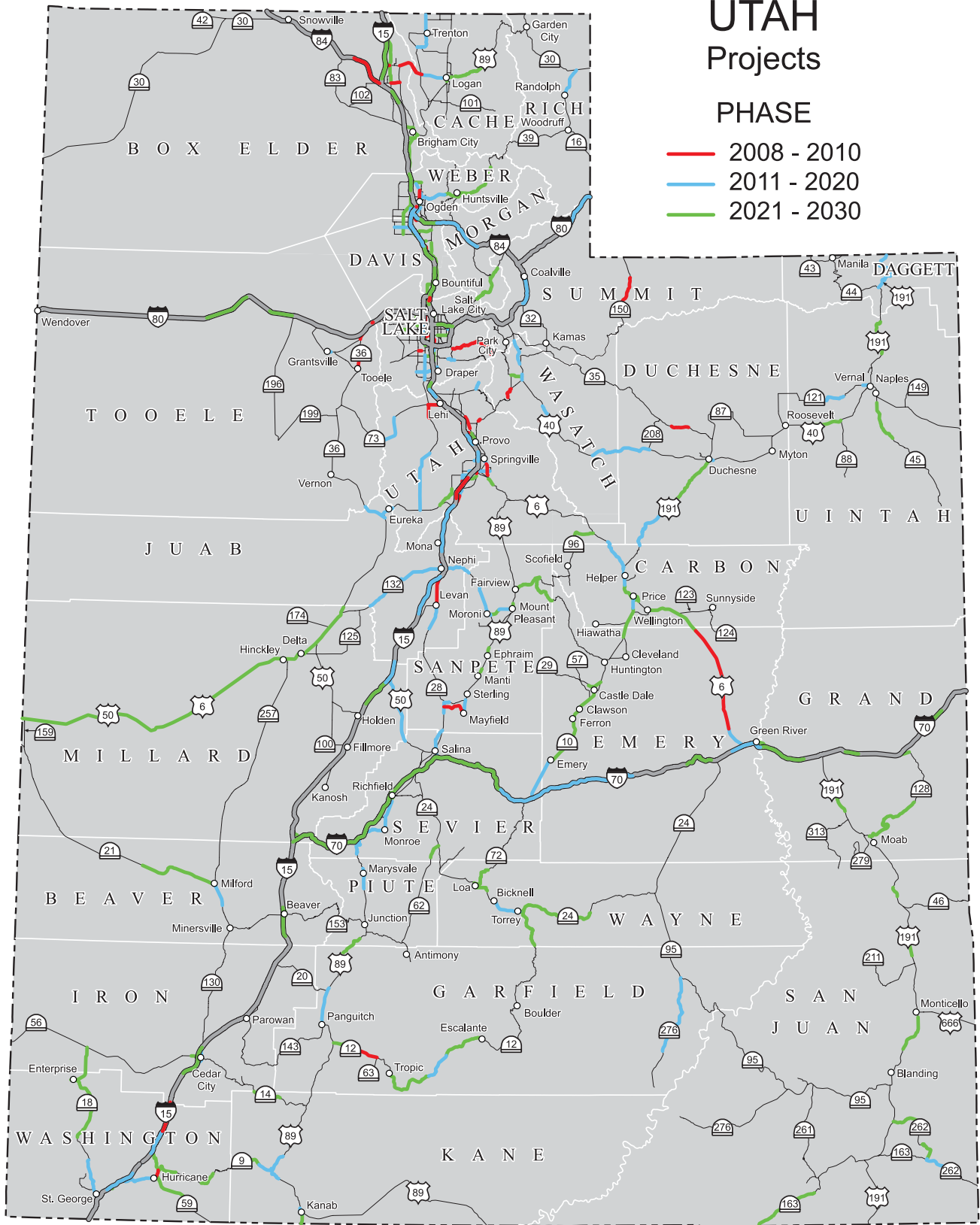
Region 4 Illustrative Continued

COUNTY	ROUTE	PROJECT DESCRIPTION	BEGIN MI. PT.	LENGTH(MI)	IMPROVEMENT	PHASE	EST. COST
SAN JUAN	261	SR-261 near Primitive Road tp near Painted Cattle Guard	16.77	1.80	Safety Project	Illus.	\$172,000
IRON	271	From SR-274 in Parowan to I-15 Paragona Interchange	0.00	5.61	Reconstruct	Illus.	\$5,775,000
GARFIELD	276	From Road to Plateau Resources to Entrance of Glen Canyon	23.62	11.49	Rehabilitate	Illus.	\$5,151,000
SAN JUAN	276	From Reference Post 69 to Reference Post 73	48.84	4.01	Safety Project	Illus.	\$172,000
SAN JUAN	276	From Reference Post 87 to SR-95	66.85	4.37	Safety Project	Illus.	\$172,000
IRON	289	Center St. in Cedar City from SR-130 to University Loop	0.00	1.88	Reconstruct	Illus.	\$2,810,000
WASHINGTON	New	Northern Corridor			New Construction	Illus.	\$15,000,000
WASHINGTON	New	Atkinville Interchange to St. George Replacement Airport Interchange			New Construction	Illus.	\$15,000,000
WASHINGTON	New	St. George Replacement Airport Interchange to SR-9			New Construction	Illus.	\$30,000,000
WASHINGTON	New	Western Corridor (Snow Canyon Parkway South to Mile Post 2)			New Construction	Illus.	\$15,000,000

UTAH Projects

PHASE

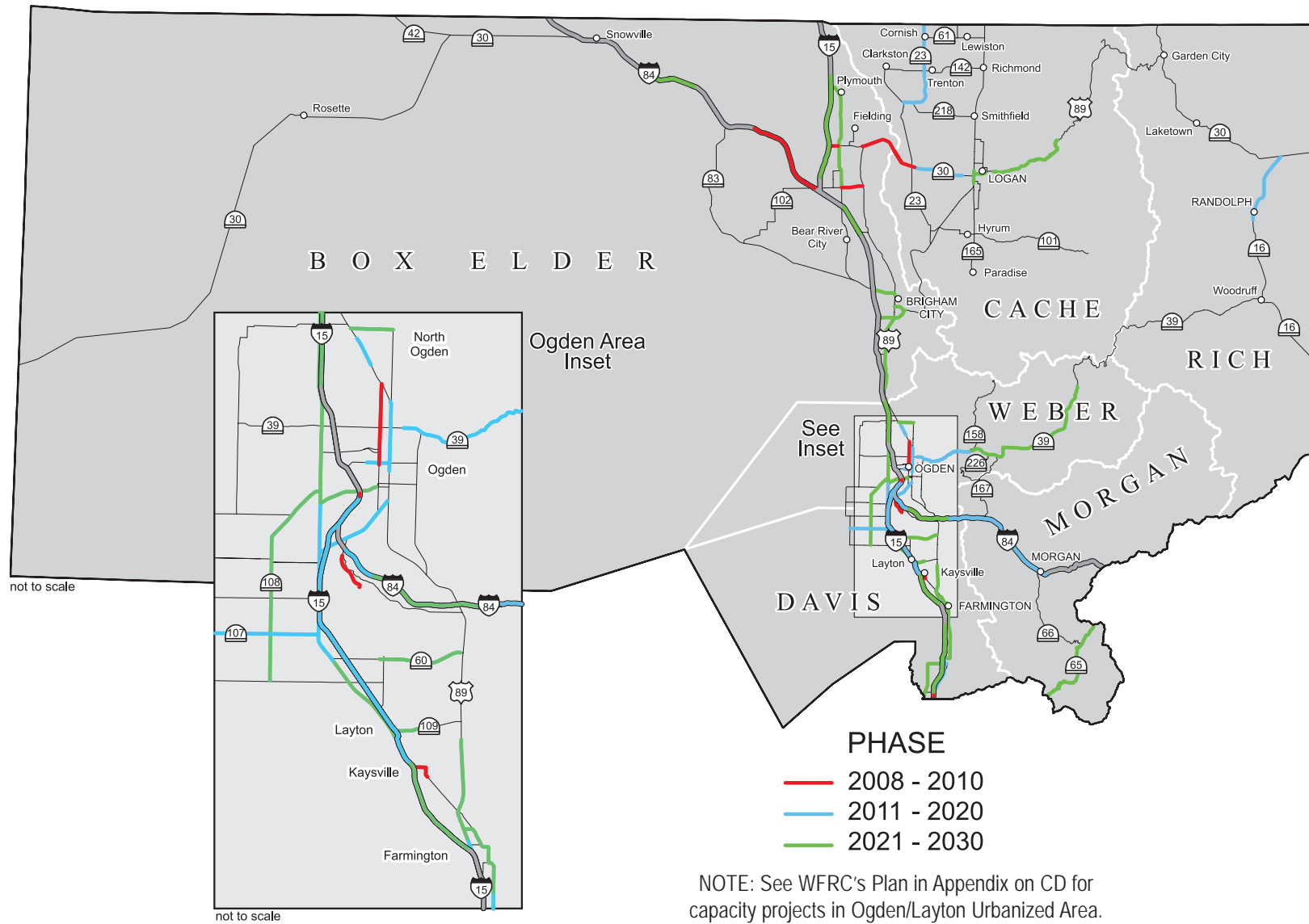
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- 2011 - 2020
- 2021 - 2030



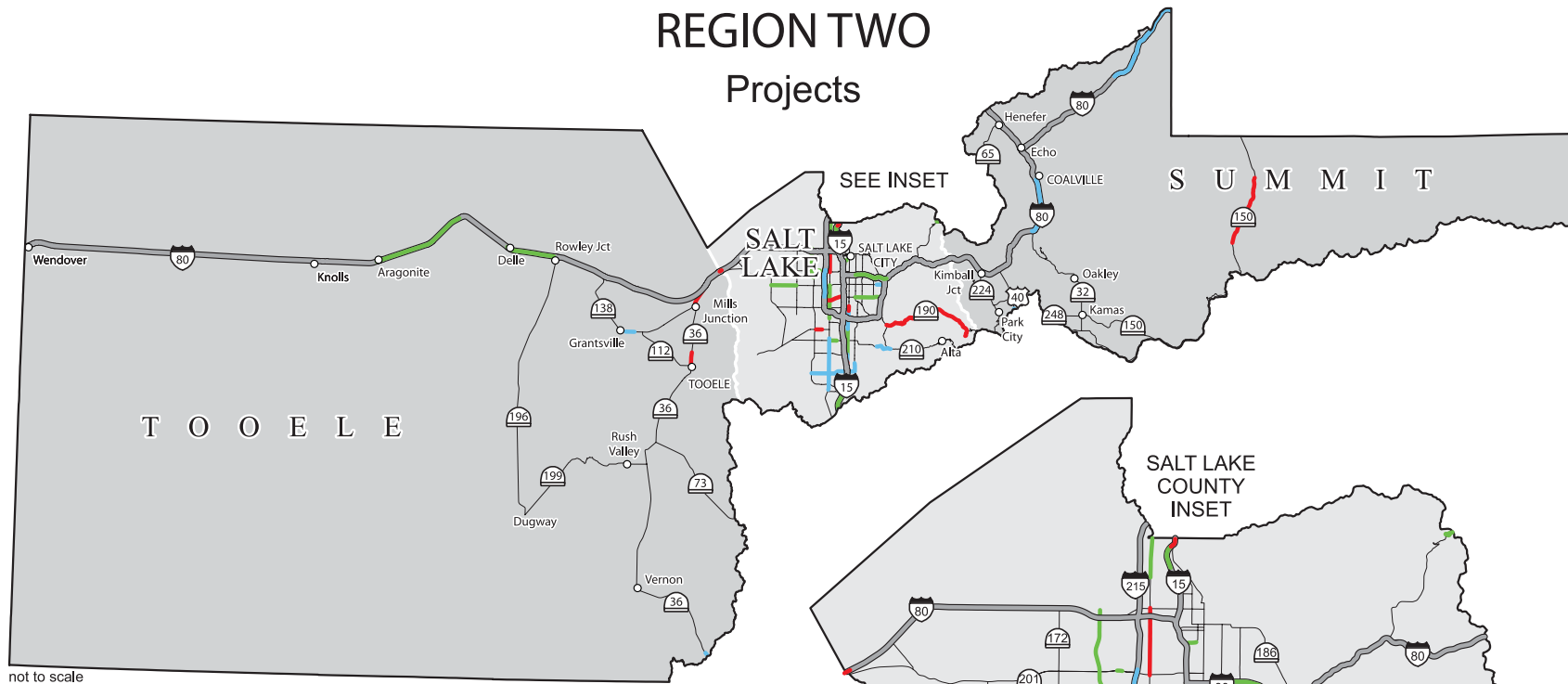
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REGION ONE

Projects



REGION TWO Projects

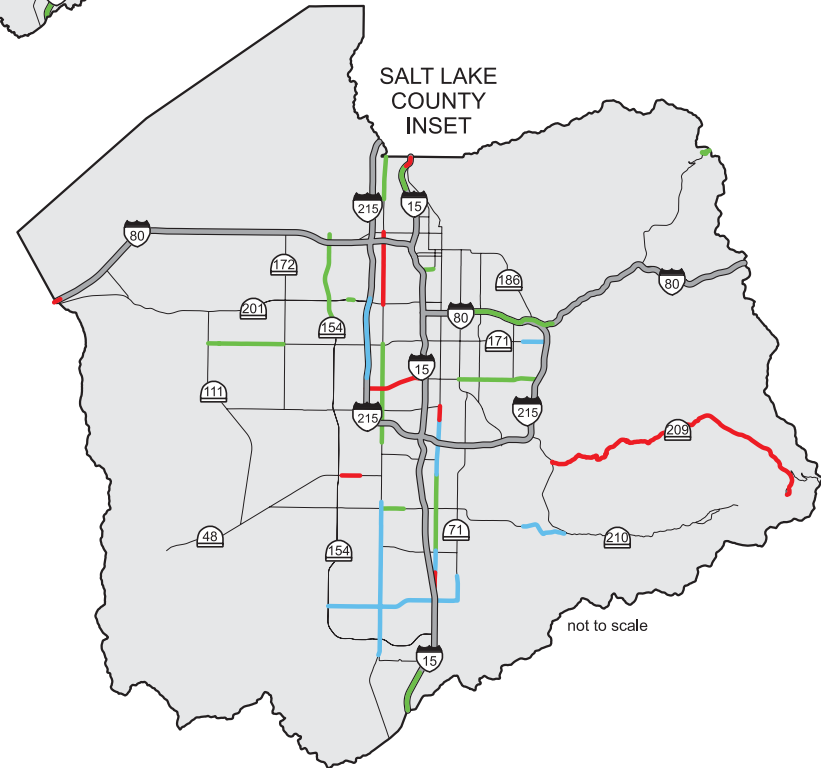


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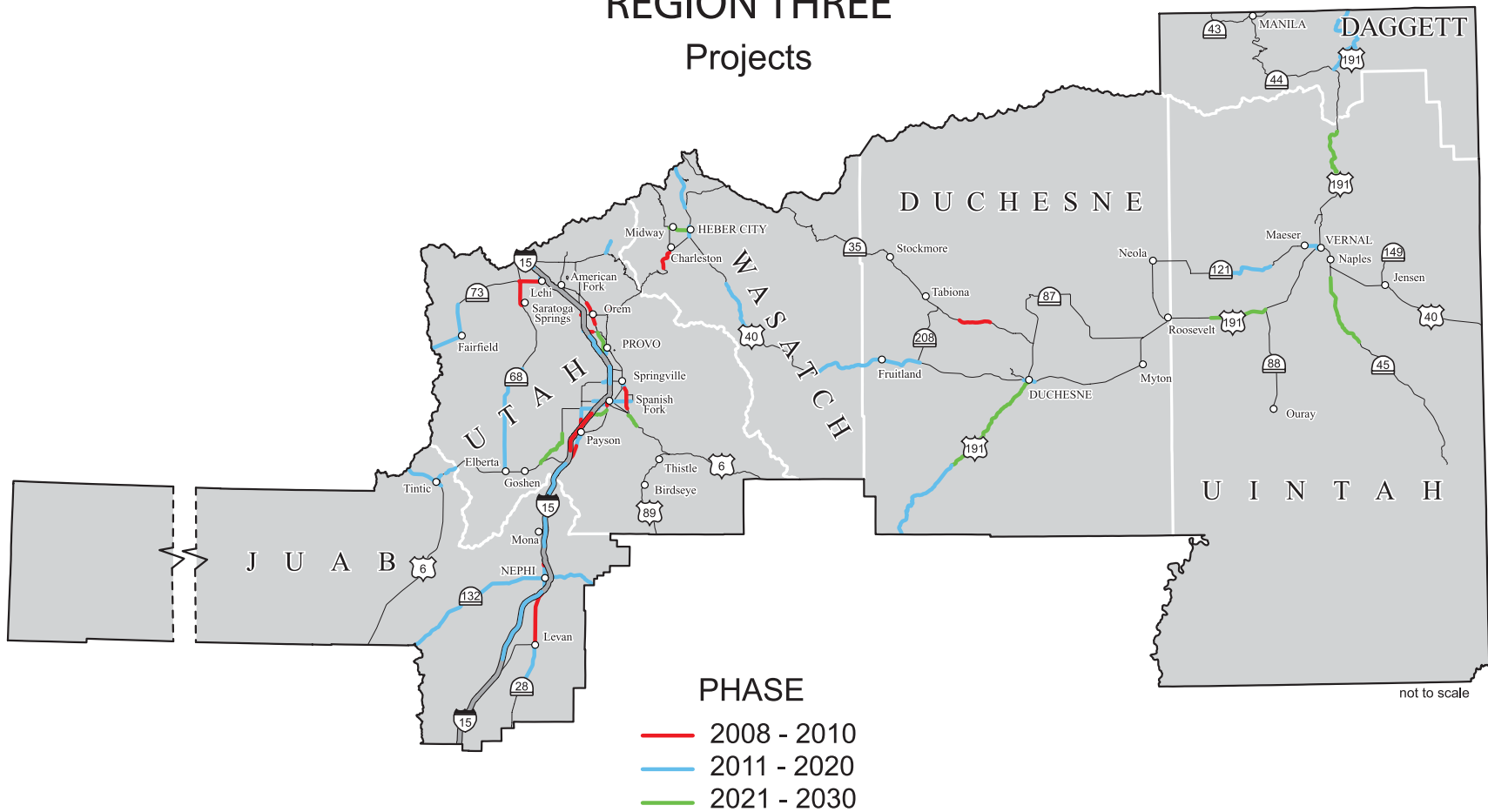
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NOTE: See WFRC's Plan in Appendix on CD for capacity projects in Salt Lake Urbanized Area.



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REGION THREE Projects



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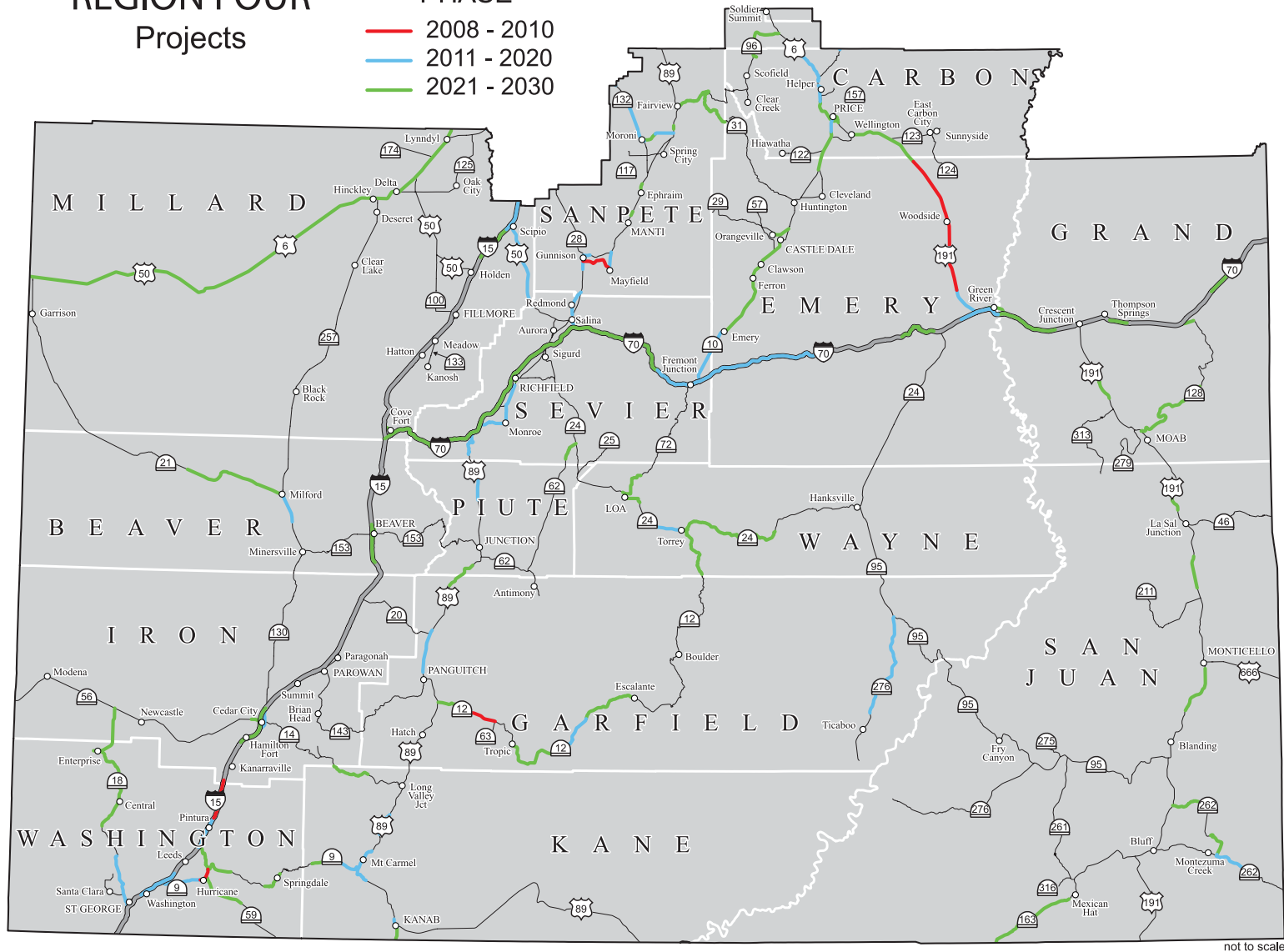
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NOTE: See MAG's Plan in Appendix on CD for capacity projects in Utah Valley Urbanized Area.

REGION FOUR Projects

PHASE

- 2008 - 2010
- 2011 - 2020
- 2021 - 2030



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